

## THE WASHINGTON TIMES

MORNING, EVENING AND SUNDAY.  
PUBLISHED BY THE  
THE WASHINGTON TIMES COMPANY,  
TIMES BUILDING  
SOUTHWEST CORNER PENNSYLVANIA AVE.  
AND TENTH STREET  
Telephone—Editorial Rooms, 19  
Business Office, 15.  
Price—Morning or Evening Edition, One Cent  
Sunday, 10 Cents. Three Cents  
Monthly, by Carrier.  
Morning and Sunday, 10 Cents  
Evening, 5 Cents  
Morning and Sunday, 10 Cents  
Evening and Sunday, 10 Cents  
FIFTY CENTS  
BY MAIL, POSTAGE PREPAID  
Morning, Evening and Sunday, 50c  
Morning and Sunday, 50c  
Evening and Sunday, 50c  
WASHINGTON, D. C., SEPTEMBER 2, 1896.



## NOTICE

Arthur Fessenden is no longer in any way connected with any department of The Times.

## WARNING!

It is learned by The Times that W. J. Hughes has been soliciting subscriptions and advertisements for this paper. The publishers warned against the fellow, as he has no authority to solicit or make collections for The Times.

## BONA FIDE CIRCULATION.

The circulation of The Times for the week ended September 4, 1896, was as follows:  
Saturday, August 29, 41,956  
Sunday, August 30, 23,995  
Monday, August 31, 41,929  
Tuesday, September 1, 39,087  
Wednesday, September 2, 41,598  
Thursday, September 3, 40,637  
Friday, September 4, 41,331  
Total copies printed, 270,523

Less damaged copies, copies left over, unsold, in office, and copies returned, unsold, from news stands and branch offices, 23,281  
Total, 247,242

I solemnly swear that the above is a correct statement of the circulation of The Washington Times for the week ended September 4, 1896, and that every copy was delivered or mailed for a valuable consideration.

WILLIAM T. OLIVER,  
Superintendent of Circulation.  
Subscribed and sworn to before me this 5th day of September, A. D. 1896.  
SEAL. ERNEST G. THOMPSON,  
Notary Public.

## Epitome of the News in the Morning Times.

If you miss any news in the evening edition look in our list below. What you're looking for was probably published in this morning's edition, and as the Times never repeats you'll have to look there to get all the news as quick as it happens.

## SPOKE TO OHIO EDITORS—

Advancing cause of the Sobriety Profession.

## WHY CARRIERS DON'T BOLT—

Can't stand a car and free riders. Even for free riders.

## TWO VIEWS OF ARKANSAS—

Democrat says it's a river-straw. Republican says it's a.

## BALDWIN ASKED TO RESIGN—

Will not resign, but the President has asked him.

## TILLMAN IS REPUTED—

South Carolina silver man a majority of 50,000.

## NOTIFIED BY SILVERITES—

Bryan formally accepts their nomination at Lincoln.

## BRYAN AT THE HALL PARK—

Formal acceptance for Democratic Meeting.

## RATE WAR GOES MERRILY ON—

No solution of the situation yet in sight.

## HALF A DAY'S DOINGS IN WASHINGTON—

Local News of Twelve Hours Briefly Told for Busy Readers.

## GRAY IS HELD FOR MURDER—

Can't say he killed Melton Phillips.

## FLAGMEN FOR CROSSINGS—

Railroads notified they must comply with the law.

## SENATORS WON THE PAIR—

Silver King and "Hotspur" Norton in the House.

## AFTER NOTED PROFESSIONAL RIDERS—

Circuit Court Committee going to Philadelphia after them.

## NEWS FROM ALEXANDRIA—

Potomac Company's Efforts to Buy the Light Plant Blocked.

## IN THE CAMPAIGN PLOT HOUSES—

Latest News and Views of Those Who Conduct the Political Warfare.

SPLIT ON HANDWRITING—  
School Board Debates the New Vertical System.

JAILED FOR SINGLE TAX—  
One of the Doves Victims Tells of His Prison Life.

Gen. Richard C. Gatlin Dead.  
Fort Smith, Ark., Sept. 1.—Gen. Richard C. Gatlin died at Mount Nebo, a local mountain resort of the State, yesterday. He was born in Lenoir county, N. C., January 18, 1836. He graduated from West Point in 1857. He served in the Seminole war in 1852. He was at Fort Brown during its bombardment by the Mexicans and was wounded at the battle of Monterrey. He commanded at Fort Smith from 1851 to 1857, and later at Fort Craig. He was promoted to be major in the Fifth Infantry in 1861, and soon after was appointed brigadier general of North Carolina troops and assigned command of coast defense at Wilmington. He was adjutant general of North Carolina.

Reindeer Flourishing in Alaska.  
Port Townsend, Wash., Sept. 1.—The schooner Ida, Schumacher arrived this morning from Port Clarence with a cargo of ivory and walrusbone. It brought one passenger, J. D. Weston, superintendent of the government station at that port, who is bound for Washington via San Francisco tomorrow. The reindeer introduced in Alaska some years ago from Siberia are reported to be flourishing, the herd numbering exactly 1,200. Four hundred and fifty of these are at Port Clarence, where an increase of 182 is reported this season.

## FAIR PAY AND FAIR PLAY.

The letter-carriers' annual convention, which was formally opened in Cleveland, Ohio, last night, has a number of important matters for consideration. Chief among them is the bill, now pending in Congress, for the classification of the carriers and a better and graded scale of salaries, the pay rising in proportion to the length of service, until a certain point has been reached. The postoffice clerks are striving for a similar recognition, and property so, for they are even worse paid and worked harder than the letter-carriers. They are unfortunate, however, in not having a national organization like the latter, and thus lacking an essential factor for attracting the attention of the lawmaking power to their just grievances. Several efforts have been made by them toward concerted action, and it is not unlikely that before long they will be able to present as solid a front to Congress as the letter-carriers and railway mail clerks.

It is one of the anomalies of the government that the employees in the mail service are paid less, actually, and proportionately, than those in any other branch. Why this should be so it would puzzle any one to explain, for there is no more arduous or responsible labor than that performed by postoffice clerks, railway postal clerks and letter-carriers. By having their case properly represented to the postoffice committees of both branches of Congress the latter have succeeded in securing some consideration of their claims, but the postoffice clerks are still in the cold. Their hours of work, their pay, and if we mistake not, their tenure of office are dependent upon the whim, caprice, good will or whatever else it may be called of the respective postmasters. The clerks in the Washington postoffice, for instance, may receive much less pay for exactly the same work done by those in New York and the hours of labor may be much longer in Baltimore than in Chicago. There is no uniformity in compensation nor in the duration of the official day.

There is no more degrading class of government employees than the clerks in post-offices. They work very hard for very little pay, and grave responsibilities rest upon them. It is no more than right, therefore, that they should be treated fairly and their pay made to be at least approximately adequate to the service performed by them.

## HOW ABOUT THIS?

An interesting question has been raised by a decision of an assistant United States district attorney in Boston as to the inadvisability, or otherwise, of a parcel daily stamped and deposited upon a street letter-box. It happens frequently, in Washington as well as in Boston, that somebody, wishing to mail a newspaper or small package of no great value, and no mail-box for parcels being convenient, deposits it on the nearest letter-box. The general supposition has been that a newspaper or parcel thus laid on a mail-box is as much in the keeping of the Postoffice Department as if it had been put inside, and that a person making way with it would be liable to all the penalties provided for stealing from the mails. The Boston attorney, however, holds otherwise. He declares that if a man removes or takes such paper or parcel so placed on a mail-box he does not render himself amenable to the law. A man who close to make a test case, took a newspaper from a letter-box, was arrested and, after being held for a few hours, discharged from custody by order of this law officer of the government.

It would seem that an authoritative interpretation of the statutes in such cases made and provided in called for. The public has a right to know whether or not the United States letter-box gives protection to mail matter of whatever character, deposited outside as well as inside. The courts have frequently ruled that any vehicle used by an employee in the postal service in his official capacity becomes for the time being the property of the government, and any molestation of it subjects the offender to the same penalties that are visited upon any one interfering with the regular mail wagon, or with any other of the appearances of the mail service. Such being the case, there can hardly be a doubt that even the outside of a mail-box should as effectively protect a stamped package as if it had been deposited on the inside. That the courts would so hold, scarcely admits of a question.

It is to be regretted that the Boston official did not seize the opportunity for making a test case, for a judicial decision would have been of the greatest interest and of unusual value. Perhaps the test might be made in this city, so that people may know just what to do.

## NOT VISIBLE TO THE NAKED EYE.

As predicted by The Times, the compressed air motor of the Eckington and Soldiers' Home railroad does not "note," although within a day or two the period in which the road was to have been equipped with it will have expired. So far as the public knows, or at least, the patrons of that road, the compressed air plant, as well as the motors, are still "in place," and if the future may be judged by the past, likely to remain so. Thus the corporation has broken another of its pledges, and for the nine hundred and ninety-ninth time, deceived both Congress and the people of Washington. Meanwhile, it has also converted its North Capitol street branch into a tollbar affair and carried its picaresque policy to the extent of making its patrons perform also the functions of conductors. The latter was done with the consent of the Commissioners, but it remains to be seen how long the people along this branch line will put up with it.

As regards the main line, the general public has a more direct interest in compliance, on the part of the company, with the conditions and stipulations of the act passed at the last session of Congress. That act provided that at the expiration of three months from the date of the passage of the law the company shall begin to equip its lines with compressed air motors, and at the end of a further three months the Commissioners are to decide whether such motors are satisfactory or not; if not, then the company is required to equip its lines, within eighteen months from the passage of the act, with some underground system of rapid transit propulsion, which shall have the approval of the Commissioners. There is no sign of a motor, not of a compressed air plant. The limit of time expires within a few days. What are the Commissioners going to do about it?

## Cost of Spain's War in Cuba.

Madrid, Sept. 2.—A cabinet council was held this morning, at which Admiral Beranger, minister of marine, demanded a credit of 35,000,000 pesetas for the purpose of defraying the expenses of prosecuting the war in Cuba for the month of September.

## City Brevities Briefs by Wire

William G. Stafford has returned from his vacation.

Mr. Charles Green visiting Mr. H. A. Dawson of Lockville.

William F. Downey, the brewer, has returned from a European tour.

Florence \$1.50 per 100 feet, all one with F. Libbers & Co., 6th and N. Y. ave.

Mr. Sweeney, of Capitol Hill, has returned from a two weeks' outing at Atlantic City.

C. Maurice Smith, the well-known lawyer, is back from a month's jaunt on Jersey sands.

The laying of conduits for electric light wires in the Capitol grounds is nearly completed.

Victor Kaufman and C. A. Coudridge have returned from a bicycle tour along the Hudson.

The West End McKinley Club had a rally yesterday at Catholic Hall, No. 1114 Eighteenth street northwest.

E. W. Barrett, formerly secretary to Speaker Crisp, returned yesterday, after a vacation in the mountains.

A. Sigmond, of 1624 Sixteenth street, returned this morning from a trip down the Chesapeake Bay on his yacht.

Prof. Lane, of the Central High School, is expected to arrive home from East Gloucester, Mass., the last of this week.

Maurice F. Wilson, of Monroe street, Anacostia, has returned home after several months in the mountains of Virginia.

C. A. Hamilton, the Washington correspondent, has returned from Atlantic City, where he spent a month's vacation.

B. R. Van Meter, of 941 K street northwest, has gone to Chicago to look after some bicycle works in which he is interested.

Dr. Cyrus Adler, of the Smithsonian Institution, left for New York today in order to meet Prof. Langley on his return from Europe.

Fifty-four applications for membership in the national association of Democratic clubs were received at local headquarters yesterday.

W. Hamilton Smyth, of Springfield, Mass., who is making an extensive trip through the South and West, left this city last evening for Richmond.

District L. A. W. Consul William T. Robertson left with his family this morning for a week's visit to the resorts on the lower Chesapeake.

There was an unusual run on the marriage license clerk at the City Hall yesterday. Fifteen licenses were issued before 3 o'clock in the afternoon.

William J. Gibson, of New York city, a visiting friend in this city. Mr. Gibson is known as one of the fastest telegraph senders in the world.

Assistant Secretary McKee, of the national association of Democratic clubs, has gone to New Jersey, his home, to attend the Democratic State convention.

Henry Thomas, colored, fell from his wagon on Twenty-first street yesterday afternoon and broke his left arm. Dr. West set the broken member at the Emergency.

Two bicyclists collided last evening in front of the Baltimore & Ohio depot. One wheel was wrecked but the other escaped injury. The riders were not hurt.

A car fender saved James Terrell from serious injury last night. He was struck by a cable car at H and Fourteenth streets and thrown into the net. Policeman Lilly assisted him home.

Experiments with the Pole gas motor car for the Anacostia and Potomac River Railway Company have been temporarily discontinued and the car is left on the track of the cemetery branch.

The health office authorities have notified a number of dairymen who are not complying with the milk law that unless there is immediate amendment they will be brought into police court and fined.

Criminal court room, No. 2, at the city hall, where the Beckwith-Pollard case was heard, is being renovated through cleaning and kalsomining preparatory to the opening of court at the close of this month.

The United States Civil Service Commission will shortly hold an examination of applicants for the position of lithographic engraver in the geological survey. The salary attached to this office is \$2 per day.

A runaway team attached to a hack was stopped by Officer Gordon at the corner of Pennsylvania avenue and Third street last night. One wheel of the carriage was smashed and the horses received numerous cuts.

Sydney L. Mudd, Republican nominee for Congress from the Fifth Maryland district, including Montgomery and Prince George counties, registered at Willard's last night. He is in the city looking after his political interests.

William Harris, a fifteen-year-old colored boy, was brought to Providence Hospital this morning with a fracture of the ankle, caused by a collision with a heavy ice wagon on Eighth street, while he was riding a bicycle.

A car on the Columbia line over ran the track at the junction of Fifteenth street and New York avenue last night, twisting the grip and derailing traffic for half an hour. A similar accident happened Sunday night.

George P. Chandler, living in South Washington, slipped on a banana peel yesterday and fractured his leg. He was taken to the Emergency Hospital by the police of the Fourth precinct and afterward removed to his home at 1314 H street.

An aged colored man, whose name could not be learned, was knocked down by a bicyclist at Ninth and O streets northwest last night. The old man lay upon the sidewalk for a time, and was later able, with some assistance, to arise and walk away.

Miss Estelle Reitz, of 810 Fifth street northwest, while riding her bicycle on the Avenue yesterday, was run into by another bicycle and thrown to the ground. The wheel was badly damaged, but the young lady received no injuries, further than a few bruises.

Capt. W. C. Myers, of the executive department, District building, while on his bicycle last Monday, near Zoological Park, lost control of the wheel, and scorching down the hill from Columbia road. The bike crashed through a hedge, and his right hand was badly lacerated.

Herman Hagge, proprietor of a cigar, sporting goods and stationery store, at 2153 Pennsylvania avenue northwest, this morning made an assignment to W. Walton Edwards. He places his assets, including stock and accounts, at \$533.80, and liabilities at \$576.35, a difference of \$177.55.

George Wilson, a cab driver, became engaged in a wordy controversy last night with a fellow-cabby at Seventh street and the Avenue. The latter took revenge for Wilson's words by striking him in the face with his whip, inflicting several deep cuts. Wilson was treated at the Emergency Hospital by Dr. Lawrence. His assailant was not arrested.

The lawn party held at St. Joseph's Church for the past two days was brought to a close last evening, after a successful run. Holy Name Commandery, Knights of St. John, with its band, and the Old Dominion Cake Association helped to make the crowd merry. At 10 o'clock everything left on hand was disposed of at auction, bringing good prices.

T. O'Leary won the gentlemen's bicycle and Miss Emma Brennan had the prize.

Mr. Joseph R. Cassin has returned from his visit to Rockville.

Secretary Mercer, of the Republican Congressional committee, returned from Cape May today.

Edward E. Buckley found a dead infant yesterday at the corner of First and K streets northwest. The corner was notified.

The Mississippi Association will hold its regular monthly meeting this evening at the parlors of Mrs. Pegram, No. 1115 Rhode Island avenue. The program includes papers by Mrs. Sarah McDonald and Hon. C. E. Hooker, Jr., recitations by Mrs. Pratt and Mrs. Rainey; music by Madam Rolland, Mrs. Ed Herndon, Miss Joe Beall and others.

The finest, the best boards, only \$1 per 100 feet. If you want such boards, 75c per 100 feet. Frank Libbey & Co., 6th and N. Y. ave.

Fifteen hundred troops embarked at Barcelona, Spain, for the Philippine Islands today.

Ex-President Harrison has declined the presidency of the new University of Indianapolis.

The Seventh Tennessee district Republican convention has nominated A. M. Hughes for Congress.

The Great Sun Council of the Improved Order of Red Men began sessions at Minneapolis yesterday.

Julius Watkins committed suicide in Montgomery county, Md., by hanging himself in his tobacco barn.

The Japan Colonization Society has secured a concession of 500,000 acres from the Mexican government.

It is stated that dynamiters are destroying the fish in great numbers in the Potomac river at dam No. 4.

An Illinois court has decided that plowing corn on Sunday in sight of church-goers is not a disturbance of the peace.

George Winans, of Waukegan, was yesterday nominated for Congress by the First Wisconsin district Democratic convention.

On the thirty-sixth ballot last evening W. H. Rogers was nominated in the Second Wisconsin Congressional district Democratic convention.

M. Ribot, at one time prime minister of France, has arrived in Montreal. During his stay in Canada he will visit Ottawa and other leading cities.

Henry Bringham, a conductor, at Lancaster, was accidentally shot and killed last evening by his friend, John Water, while they were preparing for a hunting trip.

Congressman Harry Welles Rank, who has represented the Third Congressional district of Maryland in Congress for five years, withdrew yesterday from the fight for re-nomination.

Sir Matthew White Ridley, British home secretary, says the release of the Irish political prisoners was due solely to the medical reports submitted to him regarding their condition.

The Democrats and Populists of the Eighteenth Ohio district last night nominated Gen. I. R. Sherwood, the veteran Democratic editor of Canton, as a fusion candidate for Congress.

An explosion of turpentine gas in W. W. Alter's drug store, at Waukegan, Wis., yesterday resulted in the almost total loss of the stock and the serious personal injury of two clerks, William Borchardt and William Bartel.

T. F. Mears, a prominent citizen of Prince Anne county, Va., yesterday committed suicide at the Hotel Princess Anne at Virginia Beach by shooting himself through the temple. The deed was the winding up of a prolonged spree.

John R. Caldwell was nominated by the Silver Democrats of the Fifth Iowa Congressional district convention yesterday to oppose the election of Robert G. Cousins. Fusion of the Populists was asked, but not secured.

St. Mary's Church, at Plymouth, Pa., was entered some time Monday night and two iron safes were broken open and the contents, about \$25, carried away. The burglar, worth \$20, was also carried off, and some gold chains.

C. B. Goodwin, of Atlanta, Ga., and C. G. Hoyt, of Beatrice, Neb., are in Pocatello, Idaho, to treat with the Bannock and Shoshone Indians, of Fort Hall reservation, for a portion of their lands, to be thrown open for public settlement.

John Parneck, a Hungarian, of Hazleburg, Pa., was sent to the county jail yesterday on the charge of clubbing his wife, who is in a critical condition. When reproached by the alderman he replied that she was his wife, and he had a right to do as he pleased with her.

Katie Behr, aged fourteen years, at Lilly, Pa., was instantly killed Sunday evening by a runaway team. The children were shooting at targets with a revolver, when the girl was accidentally shot. An artery leading from the neck to the heart was severed.

The gold Democrats of Utah, led by Parly L. Wilson, decided yesterday to hold a convention and nominate Presidential electors for Palmer and Buckner. The silver wing of the Republican party issued a call for a convention on September 24 to nominate Bryan and Sewall.

A Wisconsin Central freight train struck a wagon containing Henry Steinko, wife and daughter, near Oshkosh, Wis., last evening, and all were instantly killed. Steinko was a wealthy farmer residing in the town of Vinland. He was fifty-six years old, and an old resident of the county.

The Fayal mine at Ereth, the Auburn at Virginia, and the Chandler at Ely, all belonging to the Minnesota Iron Company, will cease today active shipping operations for the present. Fully 1,500 men will be thrown out of employment. The shut-down is a severe blow to both Vermillion and Menasha ranges.

Two unknown negroes visited the house of John Baker, a respectable white farmer, near Hamlet, Va. The darkies entered Baker some distance from the house, when they fell upon him and beat him into insensibility and the left him for dead. They then returned to the house and seized his wife. After outraging the poor woman the villains fled to the swamps.

The steamer Angler, which runs between New York and Rockaway Beach, was run into this morning shortly after 10 o'clock, off Bellows Island, by a three-masted schooner sailing light under full sail. It was hoisted quite close to the stern, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler.

Charles Jeffers, who is said to be in the mercantile business in Milwaukee, Wis., was in Cape May, N. J., yesterday, unable to give any account of himself, and a serious accident was averted by the crew of the schooner, who were able to turn the course of their vessel, making the blow a glancing one instead of a straight cut into the side of the Angler